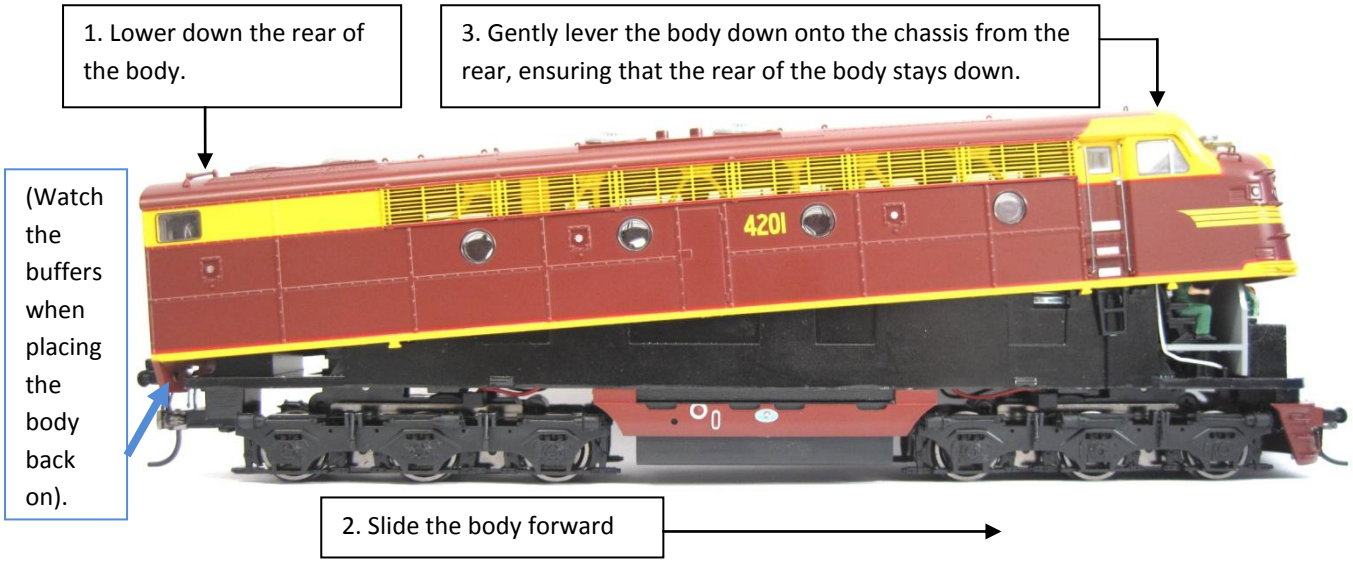
Maintenance and Operating Instructions for the 42 Class Locomotive

Removing the body:
The body is easily removed by gently grasping both sides of the shell with your thumbs and fingers and lifting it away from the chassis, working from the back to the front of the locomotive. If the chassis does not separate, gently shake the locomotive until the chassis and shell separate. Take particular care of the side steps and rear buffers.

Putting the body back on:
Slide the body onto the chassis from the back to the front, then gently lever the body down onto the chassis from the back to the front. Take particular care with this step as improper placement of the body onto the chassis will result in the breakage of the rear buffers and springs (and we don't have replacement springs or buffers to replace lost/broken ones!).


1. Lower down the rear of the body.
3. Gently lever the body down onto the chassis from the rear, ensuring that the rear of the body stays down.
(Watch the buffers when placing the body back on).
4201
2. Slide the body forward

DCC and Sound:
All 42 Class locomotives are DCC and Sound Ready. After removing the body, remove the dummy plug and store it in a secure place in case DC running is desired again. Simply plug an appropriate 8-Pin decoder into the socket on the circuit board, ensuring that Pin 1 on the decoder lines up with Pin 1 printed on the circuit board. Examples of appropriate decoders include the TCS DP2X and Lenz Silver Direct (both of which are NMRA compliant). The model is also fitted with two 8 ohm speakers wired to the circuit board for sound decoder installation.

Switches for Headlights and Marker Lights:
Two switches are placed underneath the chassis on both sides of the fuel tank to allow DC users to turn on or off the headlights and marker lights when running the locomotive in a consist. The switch towards the front of the locomotive is to control the front headlight and marker lights, while the switch towards the rear of the locomotive is to control the rear headlight.

Lubrication:
As with any precision mechanical equipment, occasional lubrication and maintenance is required for optimum performance. The locomotives, with their precision-engineered reduction gears, motor and chassis need only occasional, careful lubrication and cleaning. A light plastic compatible lubricant, such as the Labelle 107 or 108, is recommended.

- Models which are used frequently with loads and run on gradients should be lubricated once every 6 months.
- Models which are used infrequently or not at all should be lubricated once every 1.5 years.

Areas to lubricate are:

- Wheel Bearings: Holding the model upside down, place a drop of oil at each wheel bearing.
- Worm Gears: Access by removing the body, speakers and bogie tower covers. Place a drop of oil on each worm gear.

Please take care of your 42 Class model through gentle handling and running, and we trust that it will provide you with numerous years of operating pleasure. If you are unsure of any of the points above, feel free to contact Trainorama – Phone: (02) 9809 6948, Fax: (02) 9809 0650, Email: info@tomshobbies.com.au or Mail: 1001 Victoria Rd West Ryde NSW 2114.